

## Appendix 2 – HELAA results by settlement

### Hatfield

This section includes a summary table of 17 sites promoted in or around Hatfield through the Call for Sites 2019. The table below sets out whether a site passed or failed the HELAA or whether the site was withdrawn. If the site passed Stage 2, the concluded capacity is shown. A settlement map then illustrates the location of all the sites. This is followed by Stage 2 assessments for sites HC08, HC95, HC101, HE17 HSW92, HSW94, and Hat20. Sites HC11, HE98, Hat2, Hat3, Hat4, Hat9, and Hat19 were previously reviewed in the HELAA 2016 and these have been subject to review in 2019. One site, HSW93, was withdrawn by the promoter and was not considered further. Two sites failed the Stage 1 assessment for the reasons stated in the table below and as described in the methodology.

**Table 15: Hatfield HELAA results summary table**

HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
HC08	Lemsford Road	Hatfield	Urban	Passed Stage 2	32	116
HC11	Meridian House	Hatfield	Urban	Passed Stage 2	11	141
HC95	126 Great North Road	Hatfield	Urban	Failed Stage 2	0	119
HC101	Lockley Crescent	Hatfield	Urban	Passed Stage 2	4	123
HE17	Link Drive car park and skate park	Hatfield	Urban	Passed Stage 2	84	126
HE98	Citroen Garage, Great North Road	Hatfield	Urban / Green Belt	Failed Stage 2	0	142
HSW92	Minster Close	Hatfield	Urban	Passed Stage 2	49	129
HSW93	Haseldine Meadows	Hatfield	Urban	Site Withdrawn	0	N/A
HSW94	College Lane (north)	Hatfield	Urban	Passed Stage 2	115	132
Hat2	Land west of Hatfield	Hatfield	Green Belt	Failed Stage 2	0	144
Hat3	West of Ellenbrook	Hatfield	Green Belt	Failed Stage 2	0	145
Hat4	Land at Wilkins Green Lane	Hatfield	Green Belt	Failed Stage 2	0	146
Hat9	Land at Roehyde	Hatfield	Green Belt	Failed Stage 2	0	147

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HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
Hat14	Three Corner Field	Hatfield	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Hat19	Land Off Bramble Road	Hatfield	Green Belt	Passed Stage 2	20	148
Hat20	Land at Angerland Common (south)	Hatfield	Green Belt	Passed Stage 2	B1a/b (61,725m <sup>2</sup> ) or B1c (32,920m <sup>2</sup> ), or a mix of B1 class uses, or a mix of B1 and B2 (B2 only as part of a mixed use scheme)	137
Hat21	Land at Angerland Common (park and ride site)	Hatfield	Green Belt	Failed Stage 1	Site not promoted for housing, employment (B class uses) – falls outside the remit of this HELAA (promotion seeks to remove P&R facility from Green Belt and locate multi-storey car park on site)	N/A

Figure 17 – Sites promoted through the Call for Sites 2019 – Hatfield (North)

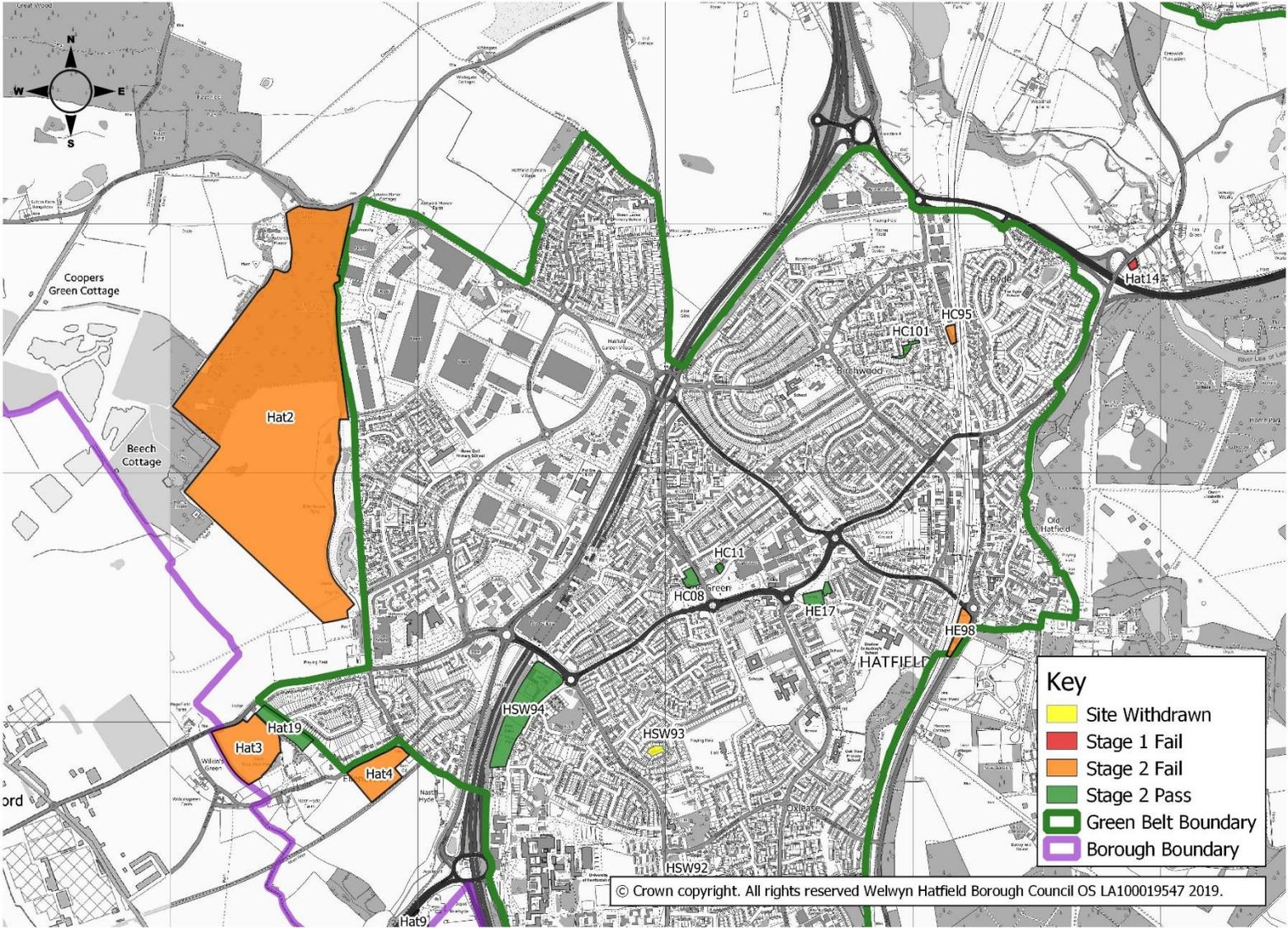
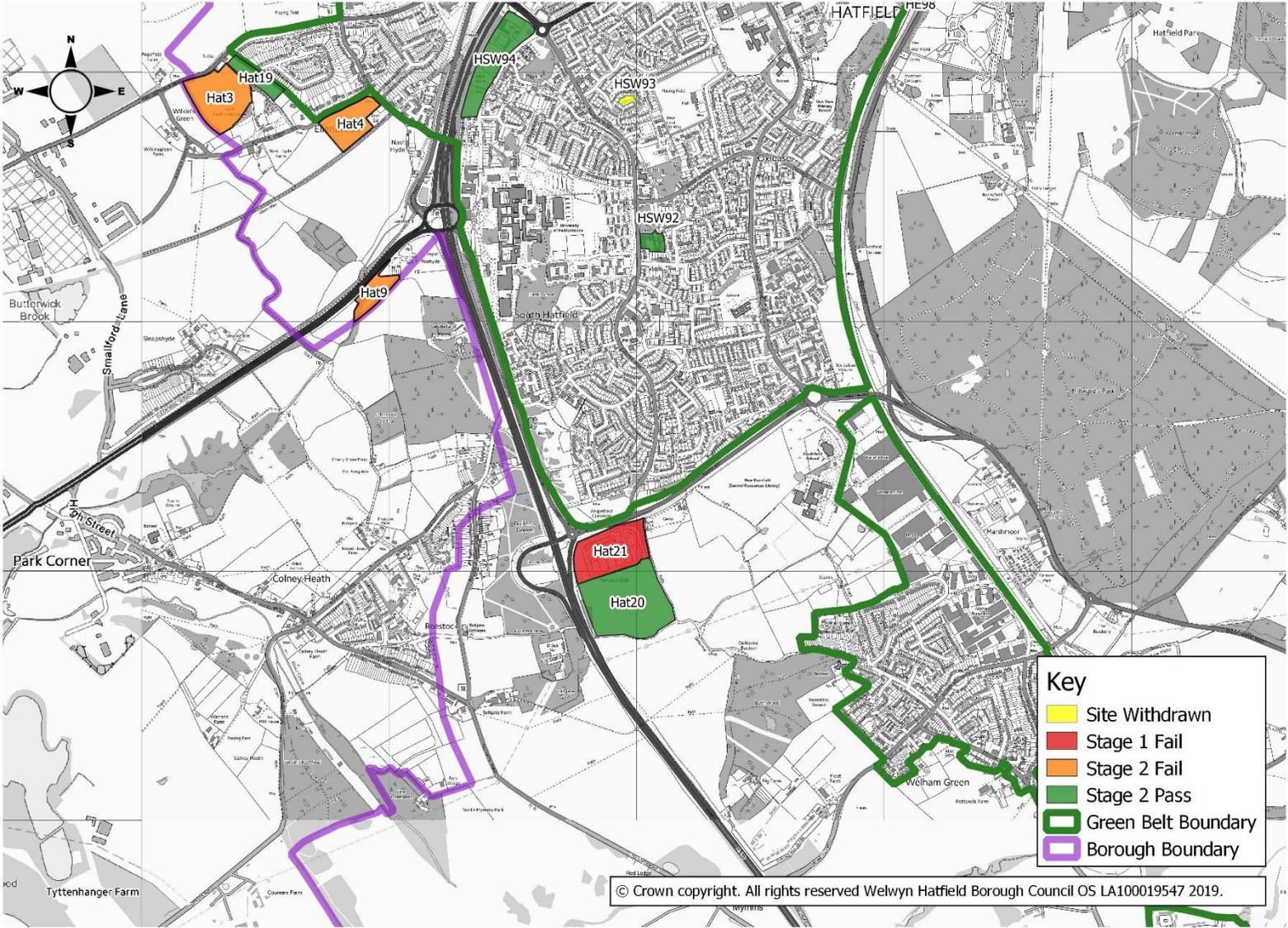


Figure 18 – Sites promoted through the Call for Sites 2019 – Hatfield (South)



STAGE 2 ASSESSMENTS

Site Reference: HC08		Site name: Lemsford Road, Hatfield	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<b>Site details</b>		
	Settlement:	Hatfield	
	Ward	Hatfield Central	
	Site area	0.35ha	
<b>Site context</b>			
Green Belt:		No	
Previously developed:		Yes	
Land use/character		Surface level car park. Small groups of trees e.g. along parts of southern and western boundary.	
Surrounding land uses and character		Swim Centre to south, residential to north and west and town centre mix of uses to the east.	
<b>Site promotion</b>			
Source of promotion		Landowner	
Land use promoted		Residential	
Site suitability considerations		Comments	
<p>Policy constraints:</p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>Waste / Minerals Local Plan</li> <li>National Policy</li> </ul>		<p>District Plan (2005): Within Hatfield Town Centre - identified for leisure, cultural and community facilities with other uses if these will help provide these uses (TCR19); Contaminated Land (R2); Water Supply and Disposal (R9); Biodiversity and Development (R11); Noise and Vibration Pollution (R19).</p> <p>Submitted Local Plan (2016): Policy SP20 (Hatfield Town Centre Strategy), Policy SADM24 (Acceptable Uses outside the Core Retail Zone – Lemsford Road), SADM12 (Parking, Servicing and Refuse); SADM15 (Heritage), SADM18 (Environmental Pollution), SP9 (Place Making and High Quality Design); SP13 (Infrastructure Delivery)</p> <p>NPPF 2019: Ensuring the vitality of town centres (para 85); Making effective use of land (paras 117, 118 and 119); Conserving and Enhancing the Historic Environment (para 189).</p>	
<p>Physical constraints:</p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Contamination</li> <li>Pollution</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>		<ul style="list-style-type: none"> <li>The site has an existing vehicular access onto Lemsford Road.</li> <li>If this site is developed for residential purposes, the loss of town centre car parking will need to be addressed - multi storey car park planned for The Common in the town centre with early work under way.</li> <li>HCC Highways has previously advised that the site will be expected to contribute to town centre highways improvement and servicing of the swimming pool needs to be considered.</li> <li>The site is in Flood Zone 1 (lowest risk of fluvial flooding).</li> <li>Low risk (1:1,000 yr.) of surface water flooding along the northern/eastern boundaries of the site (4%). Higher risk of surface water flooding within Lemsford Road adjoining the site and other roads in the vicinity.</li> </ul>	

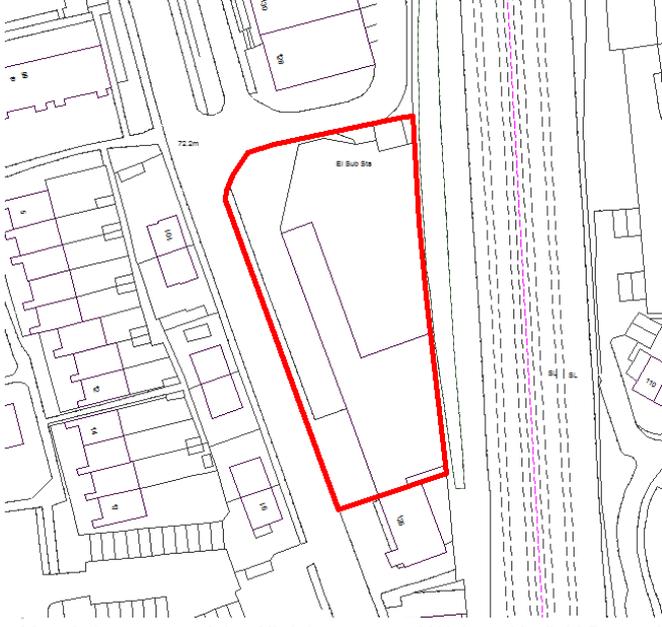
## Appendix 2 – HELAA results by settlement

HC08	Lemsford Road, Hatfield (continued)		
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>• Ground conditions</li> <li>• Pollution</li> <li>• Flood risk</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Environment Agency advise that the site is within a Groundwater Source Protection Zone 2.</li> <li>• Not envisaged to be issues with waste water infrastructure capacity but Thames Water have recommended that information on phasing should be provided at an early stage.</li> </ul>		
<p><b>Potential environmental impacts:</b></p> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Within Hatfield, there is a general heritage impact issue (relating to a Grade I listed building) which may limit the height of development. Place Services have produced a Hatfield Heritage Assessment (2018) identifying key views and a planning application will need to be accompanied by a Heritage Assessment. Historic England to be consulted at planning application stage.</li> <li>• Based on current knowledge, any archaeological interest can be conserved through the appropriate use of conditions at the planning application stage.</li> <li>• There are no minerals concerns.</li> <li>• No fundamental ecological constraints on site but there is potential for nesting birds in trees.</li> <li>• Environmental Health advise that there is potential for noise disturbance from plant equipment associated with the swimming pool and mitigation measures will need to be addressed at planning application stage.</li> </ul>		
<p><b>Contribution to regeneration priority areas</b></p>	<p>Development would increase the population and footfall in Hatfield Town Centre. Hatfield Renewal Framework identifies site as an opportunity area for consideration.</p>		
<p><b>Likely market attractiveness for the use proposed</b></p>	<p>A developer event was held in London in 2017 and this site, among a number of Hatfield sites was promoted and received significant interest. Contact is being maintained with interested parties.</p>		
<b>Availability</b>		<b>Site capacity</b>	
Site ownership	Single ownership	Promoted	32 dwellings (90dph). Master planning may enable higher density
Any known constraints	There is a restrictive covenant on the site, but the landowner believes that these will not obstruct development (in contact with the covenant holder).	Scenario/ methodology	Urban Very High density (90dph).
		Other comments	Highly accessible town centre location and close to a site developed in 2007 at 113dph.

## Appendix 2 – HELAA results by settlement

HC08		Lemsford Road, Hatfield (continued)					
<b>Achievability</b>							
Landowner timescales	Likely to be 6 – 10 years as other sites being developed initially.	HELAA capacity	32				
Comments	Delivery of multi-storey car park at The Common is the catalyst to site availability in town centre.	HELAA density	90dph (very high urban density). A higher density is not evidential at the plan-making stage, but may be possible to achieve at planning application stage.				
Viability issues	None identified at this stage						
Deliverability Estimate	Realistically, development unlikely to start before 2022 as other sites being developed first so 6-10 years.						
<b>Conclusions</b>							
<p>The site is located within Hatfield Town Centre and its redevelopment for residential is likely to be attractive to occupiers and assist with wider regeneration objectives. Existing car parking use would need to be re-provided. Hertfordshire LEP has awarded funding for a town centre multi storey car park (MSCP), which would mean that this site would no longer be required for parking. However, other sites are being developed initially so this one will most likely come forward after those. Covenants also need to be addressed before development could take place.</p> <p>At the planning application stage - comments/concerns from the Environment Agency may be triggered if potentially contaminative development is proposed due to the site's location within a Groundwater Source Protection Zone 2. Potential for noise disturbance from the operation of the plant from the nearby swimming pool will need to be assessed and mitigation measures put in place to ensure that a residential development can be delivered with a healthy internal and external environment. Opportunities for bio-diversity enhancement should be explored.</p> <p>HCC Highways has previously advised careful consideration to loss of parking and signage review. Access to Lemsford Road preferred. Consideration will be needed to existing pedestrian crossing facilities and linkages to town centre/bus stops, removing accessibility barriers consistent with Hatfield 2030 Transport Plan figures 6.9 and 6.10. Any development will also need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths, and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets.</p> <p>Site identified as Town Centre Opportunity Area in Policy SP20 (Figure 13) of the Submitted Local Plan 2016. Policy SADM24 allows for C3 residential (and other uses) where development supports the regeneration of Hatfield Town centre subject to the delivery of replacement car parking and other matters. In principle, the site is considered suitable for residential development but the timescale likely to be affected by the timing of the delivery of other sites but is in line with LPA evidence on delivery.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	6-10 years

## Appendix 2 – HELAA results by settlement

Site Reference: HC95	Site name: North of 126 Great North Road, AL9 5JN																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2">Site details</th> </tr> <tr> <td style="width: 30%;">Settlement</td> <td>Hatfield</td> </tr> <tr> <td>Ward</td> <td>Hatfield Central</td> </tr> <tr> <td>Site area</td> <td>0.23 hectares (ha)</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2">Site context</th> </tr> <tr> <td>Green Belt</td> <td>No</td> </tr> <tr> <td>Previously developed</td> <td>Yes</td> </tr> <tr> <td>Land use/character</td> <td>Single storey commercial / industrial unit substation, hard standing parking areas.</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Commercial units, offices, residential, public house and the East Coast Main Line railway.</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2">Site promotion</th> </tr> <tr> <td>Source of promotion</td> <td>Landowner</td> </tr> <tr> <td>Land use promoted</td> <td>Residential and offices</td> </tr> </table>	Site details		Settlement	Hatfield	Ward	Hatfield Central	Site area	0.23 hectares (ha)	Site context		Green Belt	No	Previously developed	Yes	Land use/character	Single storey commercial / industrial unit substation, hard standing parking areas.	Surrounding land uses and character	Commercial units, offices, residential, public house and the East Coast Main Line railway.	Site promotion		Source of promotion	Landowner	Land use promoted	Residential and offices
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<p><b>Policy constraints:</b></p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>National policy</li> </ul>	<p>WH District Plan 2005: Acceptable Uses in Employment Areas (EMP2), site located in Employment Area EA3 <i>Great North Road, Hatfield</i>; Contaminated Land (R2); Protection of ground and surface water (R7); Biodiversity and development (R11); Noise and vibration pollution (R19), Protection of ground/surface water (R7), Archaeology (R27)</p> <p>Waste Site Allocations Plan (2014): Site lies within an Employment Land Area of Search (ELAS 224) for waste management facilities.</p> <p>WHBC Local Plan Proposed Submission (2016): Employment Development (SADM10), Protection and enhancement of critical assets (SP11), Flood Risk and Surface Water Management (SADM 14) Ecology &amp; Landscape (SADM16), Heritage (SADM15), Environmental Pollution (SADM18), Infrastructure Delivery (SP 13).</p> <p>NPPF 2019: Section 6: Building a strong, competitive economy, Section 14: Meeting the challenge of climate change and flooding; Section 15 : Conserving the natural environment, Section 16: Conserving the historic environment</p>																								
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>Access to the site (for residential) from the Great North Road (via service road for office element).</li> <li>Thames Water do not envisage infrastructure concerns regarding wastewater network or treatment capability in relation to this site.</li> <li>The site is located within Flood Zone 1 (lowest risk).</li> <li>A large proportion of the site is affected by surface water flood risk: 34% (1:30yr); 47% (1:100yr); 66% (1,000yr).</li> </ul>																								

## Appendix 2 – HELAA results by settlement

HC95	North of 126 Great North Road, AL9 5JN (continued)		
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>• Ground conditions</li> <li>• Contamination</li> <li>• Pollution</li> <li>• Flood risk</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Located within ground water Source Protection Zone 3</li> <li>• Site is adjacent to the East Coast railway line. Potential for noise to be disruptive. The site's proximity to a public house and industrial premises also needs to be taken into account.</li> <li>• Due to the site's current and former uses, and that of the neighbouring industrial premises, there is a potential risk of ground contamination.</li> </ul>		
<p><b>Potential environmental impacts:</b></p> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Not located within a Landscape Character Area – urban site.</li> <li>• No fundamental ecology constraints with no recognised ecology sites within or adjacent to the site. Potential for nesting birds in bordering trees. Opportunity to incorporate biodiversity improvements at planning application stage.</li> <li>• Historic England has previously noted that development of the site could provide an opportunity to improve the setting of the Grade II listed PH (The Wrestlers) to the south-west of the site (also group of Grade II listed houses and garages to the east of the railway).</li> <li>• Potential for noise nuisance for future occupiers from the adjacent railway and commercial uses.</li> <li>• Adjacent businesses should not have unreasonable restrictions placed on them as a result of development established after they were permitted (NPPF 182).</li> </ul>		
<p><b>Contribution to regeneration priority areas</b></p>	<p>Development would increase the resident population within a 1400m catchment of Hatfield Town Centre.</p>		
<p><b>Likely market attractiveness for the use proposed</b></p>	<p>Site is within easy reach of central Hatfield and public transport connections. Initial developer interest noted but no agreement in place (adjacent railway line may affect market attractiveness).</p>		
<b>Availability</b>		<b>Site capacity</b>	
<p>Site ownership</p>	<p>Single landowner</p>	<p>Promoted</p>	<p>9 x detached dwellings (middle/south of site) and a replacement commercial building (4 floors with semi-basement at least equal to existing f/space) and parking – net developable area for each use not specified at time of promotion.</p>
<p>Any known constraints</p>	<p>Two leaseholders. Promoter advises that leases expire 2019. Site available within 5 years. Rights exist relating to electrical cables (substation present).</p>	<p>Scenario/ methodology</p> <p>Other comments</p>	<p>Site &lt;2 ha (Urban medium) 50dph (12 dwellings)</p> <p>Appeal dismissed (2015) for 7 dwellings (on central part of site) following partial demolition of existing industrial unit. Dismissed for failing to achieve high quality design and a good standard of amenity for existing and future occupants of land and buildings (and unjustified loss of employment land).</p>

## Appendix 2 – HELAA results by settlement

HC95		North of 126 Great North Road, AL9 5JN (continued)	
<b>Achievability and deliverability</b>			
Landowner timescales	Within 2 years of permission being granted	HELAA capacity	Nil (for mixed use employment and housing)
Comments	Promoter indicates development may need to be carried out in 2 phases to facilitate relocation of an existing business on-site.	HELAA density	N/A (for mixed use employment and housing)  Site may have potential for 9 dwellings at 40 dph (reflecting site constraints) if all the site were to be made available for housing (see below).
Viability issues	Promoter indicates relocation of an existing business on-site.		
Delivery estimate	N/A		
<b>Conclusions</b>			
<p>The site is located at the southern end of a designated employment area (EA3), with offices and residential to the south, a public house with car parking to the south-west, a row of two storey cottages opposite the site and industrial premises to the north separated from the site by a service road. The promoter indicates that site would be available within 5 years and deliverable within 2 years of permission being granted (subject to phasing and the relocation of an existing business use elsewhere on-site).</p> <p>HCC Highways raise no significant concerns at this stage. Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets.</p> <p>Due to the site's proximity to the East Coast railway line, there is the potential for noise to affect the amenity of future occupants. Consideration will also need to be given to the relationship with, and the nature of existing business uses, which should not have unreasonable restrictions placed on them as a result of development established after they were permitted (NPPF 182). At planning application stage, it would have to be demonstrated that an acceptable internal and external residential environment can be created. Air quality issues will also need to be considered at planning application stage – an air quality survey and report will be required to demonstrate that future occupants would not be adversely affected. Environmental Health advise that due to the potential for contaminated land issues, a land site survey (desk top/intrusive) would be required at planning application stage with appropriate remediation measure carried out (if necessary). A Heritage Impact assessment may also be required at planning application stage (the Grade II listed public house '<i>The Wrestlers</i>' lies within 50m of the site) – the opportunity exists to improve the setting of the listed building.</p> <p>Whilst the site lies within Flood Zone 1, surface water flood risk affects the site, particularly the northern part of the site where access should be avoided where possible, due to ponding in all events in the topographic low spot. Flood risk decreases towards the south where there is the potential for safe egress and access, but there is still a risk from the 1,000-year events. The depths of surface water flooding along access/egress routes should be investigated in a site-specific flood risk assessment (FRA), to confirm whether access for emergency vehicles could still be obtained. Any FRA should take account of increased storm intensities due to climate change, which may increase the extent, depth and frequency of surface water flooding. Consultation with the Local Lead Flood Authority and the Environment Agency should be undertaken at an early stage in the planning application process. Resilience measures will be required if buildings are situated in the flood risk area (raising finished floor levels above the design event may remove the need for resilience measures).</p>			

## Appendix 2 – HELAA results by settlement

<b>HC95</b>	<b>North of 126 Great North Road, AL9 5JN (continued)</b>						
<b>Conclusions</b>							
<p>New development must seek opportunities to reduce overall level of flood risk at the site, for example by reducing volume and rate of runoff, relocating development to zones with lower flood risk and creating space for flooding. Given the site's location within GSPZs, SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater. Comments or concerns from the Environment Agency may be triggered if a potentially contaminative development is proposed. Based on the information available, Thames Water do not envisage the need for any wastewater upgrades at this stage.</p> <p>The site has a number of constraints (proximity to the railway and heritage assets, surface water flood risk) and the promoter is seeking to achieve a mixed use scheme on a small site, accommodating the relocation of an existing business use. The promotion lacks sufficient detail to determine the balance of net developable areas likely to be available for housing or employment. However, it is notable that the previously dismissed appeal also sought to achieve a mix of uses on this small site. There is insufficient evidence at this plan making stage to indicate that the promoter has been able to overcome the previous concerns of the appeal inspector and demonstrate that a high quality design and a good standard of amenity for existing and future occupants of land and buildings can be achieved for the mix of uses promoted and in light of the constraints noted above. The site is considered unsuitable for a mixed use scheme.</p> <p>If all the site were to be made available for housing then it may be possible to achieve a small scheme for around 9 dwellings (at 40dph – higher density not considered appropriate in light of constraints that will need to be addressed at a planning application stage). However, this capacity would be too low to allocate the site in the Local Plan. Any decision to take this site forward would need to take account of its current employment area designation, and the Council's overall economic strategy for the borough. Achievability is uncertain as it is the promoter's intention to facilitate the relocation of an existing business but a mixed use scheme is not considered suitable on this small constrained site and a purely residential scheme would not allow for a business to be re-located on site.</p>							
Mixed use (employment and housing)							
Suitable	No	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

## Appendix 2 – HELAA results by settlement

Site Reference: HC101	Site name: Lockley Crescent																								
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Site suitability considerations	Comments																								
<p><b>Policy framework:</b></p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>Waste/Minerals Local Plan</li> <li>National policy</li> </ul>	<p>District Plan (2005): Maximising the use of Previously Developed Land (R1), Contaminated Land (R2), Trees, Woodland and Hedgerows (R17), Design for Movement (D5), Legibility (D6)</p> <p>Draft Local Plan (2016): Place making and High Quality Design (SP9), Amenity and Layout (SADM11), Parking, Servicing and Refuse (SADM12), Ecology and Landscape (SADM16)</p> <p>Minerals LP (2007): Not in a Specified Mineral Area</p> <p>Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition</p> <p>NPPF (2019): Section 11: Making Effective Use of Lane; Section 12: Achieving well-designed place.</p>																								
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Contamination</li> <li>Pollution</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular access from Lockley Crescent between 59 and 67 Lockley Crescent, this is narrow and would not allow two cars to pass, however, the landowner has indicated that there is potential for this access to be widened on site to serve two way traffic.</li> <li>Existing pedestrian access to the site is located adjacent to no.67 Lockley Crescent and 152 Drivers Way.</li> <li>HCC Highways raise concerns in terms of the ability of emergency service and refuse vehicles to access the site.</li> <li>The site is in Flood Zone 1 (lowest risk of fluvial flooding).</li> <li>Surface water flood risk affects 4% of the site (1:1,00yr); 1% 1:100yr.</li> <li>The site lies within Groundwater Source Protection Zone 3 (Total Catchment).</li> <li>Because of the site's current use as garages there is potential for some ground contamination to be present.</li> </ul>																								

## Appendix 2 – HELAA results by settlement

<b>HC101</b>	<b>Lockley Crescent (continued)</b>		
<p><b>Potential environmental impacts:</b></p> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• The site comprises 21 garage units, parking area and a gated area of grassland/trees to the south of the site, two-storey residential properties surround the site.</li> <li>• The loss of the garages and parking spaces on the site could result in a potential increase in on-street parking within the vicinity.</li> <li>• Within a SSSI impact zone (Sherrardspark Wood SSSI) however the scale/type of development promoted here would not trigger a Natural England consultation at planning application stage.</li> <li>• No record of protected species on the site, but HCC Ecology note the potential for nesting birds and roosting bats if suitable features are present in mature trees and buildings.</li> <li>• The site is within 600m of Hatfield House Registered Park and Gardens.</li> <li>• Grade II Listed Building, The Wrestlers PH is located 130m from the site.</li> </ul>		
<b>Contribution to regeneration priority areas</b>	N/A		
<b>Likely market attractiveness for the use proposed</b>	The site is likely to be attractive to the market with current landowner interested in bringing a development forward. The site is also within 800m of Hatfield Town Centre.		
<b>Availability</b>		<b>Site capacity</b>	
Site ownership	Single landowner	Promoted	5 dwellings (26dph)
Any known constraints	Site available within 5 years. Promoter advises that existing homes have the benefit of access from the site but that these could be retained and form part of detailed proposals for the site.	HELAA Scenario/ methodology  Other comments	Baseline density (40dph) = 8 dwellings  This is an irregular shaped site, layout will be challenging. Matters of access and the amenity of neighbouring residents need to be carefully considered. Baseline density is moderated due to the constraints of the site.
<b>Achievability and deliverability</b>			
Landowner timescales	1-5 years	HELAA capacity	4 dwellings
Comments	LPA evidence - delivery of a site of this size within 5 years achievable		
Viability issues	No known issues	HELAA density	20dph
Deliverability estimate	1-5 years		

## Appendix 2 – HELAA results by settlement

HC101				Lockley Crescent (continued)			
Conclusions							
<p>The site is located within a residential area of Hatfield and currently comprises a number of garages, parking spaces and an area of unused land. At the south of the site there is an area of grassland with a number of trees (not covered by a Tree Preservation Order) present.</p> <p>Currently, vehicular access to the site is a single car driveway, however it has been indicated by the promoter that there is potential to increase the width of the access to accommodate two-way traffic. Should this be the case, then it may be possible to deliver bin storage areas within the site. However, it would need to be demonstrated at the planning application stage that refuse (and emergency) vehicles could turn within the site. HCC Highways advise that the vehicle access itself is acceptable but raise concern that the site is constrained in terms of the ability for emergency and refuse vehicles to service the site. Any detailed site layout would need to consider maximum carry distances for hoses/bins. Visibility from any access will need to be provided in accordance with Manual for Streets.</p> <p>Details of refuse and recycling collection will need to be considered in more detail at the planning application stage. The maximum refuse collection distance should not 10m for large containers and 15m for regular wheeled bins. The promoter has indicated that a bin storage area would need to be provided at the entrance to the site. The council's Supplementary Design Guidance seeks to ensure that the design of the streetscape should avoid clutter and confusion. DLP policies seek to ensure that development delivers high quality design including public spaces, which maintains attractive and coherent street scenes, protects visual amenity and avoids an environmental nuisance. (Separating bin storage areas from the properties they serve by a considerable distance can be inconvenient for users and could lead to a lack of association and guardianship).</p> <p>Careful design and layout will be required at a detailed planning application stage to avoid and minimise any adverse impact on the amenity of neighbouring residents due to the proximity of existing residential properties.</p> <p>In addition, a number of surrounding dwellings currently use the site for off-road parking (not garage parking), although the promoter has indicated the possibility that detailed proposals for the site could retain rear access arrangements.</p> <p>Thames Water do not envisage infrastructure concerns regarding wastewater networks in relation to this site at this stage, subject to phasing. Given the site's location within a Groundwater Source Protection Zones, SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater.</p> <p>Due to the garage use of the site, a caution around the potential for contaminated land arises. A site survey/report may be required at planning application stage and appropriate remedial work undertaken if required. A preliminary Ecological Survey may also be required at planning application stage due to the potential for nesting birds and roosting bats in trees and buildings if suitable features are present.</p> <p>Subject to access improvements, there are potential design solutions which could be used to overcome the constraints on this site and therefore this site is considered suitable for a limited level of development Its irregular shape and 'back-land' nature does not lend itself to medium-high densities and the estimated capacity has been moderated at this plan making stage.</p> <p>The landowner is promoting this site and has indicated that the site is available and could be delivered in 1 – 5 years, which would be consistent with the LPA's evidence on delivery.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1 – 5 years

## Appendix 2 – HELAA results by settlement

Site Reference: HE17	Site name: Link Drive, Hatfield	
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<b>Site details</b>	<p>Settlement: Hatfield</p> <p>Ward: Hatfield Central</p> <p>Site area: 0.64ha (gross)/0.51ha developable area</p>
	<b>Site context</b>	<p>Green Belt: No</p> <p>Previously developed: Yes</p> <p>Land use/character: Surface level car park. Skate board ramp. Green space, circulation routes.</p> <p>Surrounding land uses and character: Major road, Queensway to the north; town centre beyond (buffered by some green space / UOL). Roundabout to the west. 2-3 storey residential to the south. High rise residential to the east.</p>
	<b>Site promotion</b>	<p>Source of promotion: Landowner</p> <p>Land use promoted: Residential</p>
	<b>Site suitability considerations</b>	<b>Comments</b>
<p><b>Policy constraints:</b></p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>Waste / minerals Local Plan</li> <li>National policy</li> </ul>	<p>District Plan (2005): R2 Contaminated Land; R9 Water Supply and Disposal; R11 Biodiversity and Development; R19 Noise and Vibration Pollution; Car parking SPD.</p> <p>Submitted Local Plan (2016): Policy SP20 (Hatfield Town Centre Strategy), Policy SADM23 (Acceptable Uses Outside the Core retail Zone - Queensway), SADM12 (Parking, Servicing and Refuse); SADM15 (Heritage), SADM18 (Environmental Pollution, SP9 Place Making and High Quality Design); SP13 (Infrastructure Delivery).</p> <p>NPPF 2019: Ensuring the vitality of town centres (para 85); Making Effective Use of Land (paras 117, 118 and 119); Conserving and enhancing the historic environment (para 189)</p>	
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Contamination</li> <li>Pollution</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>The site has an existing access onto Link Drive.</li> <li>HCC Highways advise that development should contribute to highways improvements to Link Drive to reduce rat running and town centre highways improvements.</li> <li>Loss of car parking needs to be addressed (multi storey car park proposed for The Common in the town centre).</li> <li>Promoter advises that ground conditions have recently been investigated and found no issues which would prevent development. Whilst some underground services exist on the site, it is understood these could be diverted if required.</li> <li>Upgrades to the wastewater network and to sewage treatment infrastructure may be required. Thames Water require liaison at an early stage to ensure appropriate phasing, sufficient capacity and that upgrades are undertaken if required.</li> </ul>	

## Appendix 2 – HELAA results by settlement

HE17	Link Drive, Hatfield (continued)
<p><b>Physical constraints (continued):</b></p> <ul style="list-style-type: none"> <li>• Flood risk</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Site is located in Flood Zone 1 (lowest risk of flooding). Surface water flood risk affects 11% of the site (1:1,00yr); 2% (1:100yr).</li> <li>• Site is within a Groundwater Source Protection Zone 3.</li> <li>• Site lies within buffer zone of an existing high rise so recommendations of Hackitt Review apply.</li> </ul>
<p><b>Potential environmental impacts:</b></p> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Within Hatfield, there is a general heritage impact issue (relating to a Grade I listed building) which may limit the height of development. Place Services have produced a Hatfield Heritage Assessment (2018) identifying key views and a planning application will be accompanied by a Heritage Assessment. Historic England to be consulted at planning application stage.</li> <li>• Proximity to Queensway means that road noise and air pollution issues will need to be considered at planning application stage, and Environmental Health will require an air quality survey.</li> <li>• There are no fundamental ecological constraints on the site but there is the potential for nesting birds in trees. Consider opportunity for bio-diversity net gains at planning application stage.</li> <li>• Based on current knowledge, any archaeological interest can be conserved through the appropriate use of conditions at the planning application stage.</li> <li>• There are no minerals concerns for this small urban site.</li> <li>• A small skate board park lies within the site, so will need to be considered at the design stage.</li> </ul>
<p><b>Contribution to regeneration priority areas</b></p>	<p>Site identified in Hatfield 2030+ Renewal Framework as an opportunity area for consideration. Development would increase the resident population and footfall in the town centre.</p>
<p><b>Likely market attractiveness for the use proposed</b></p>	<p>A developer event was held in London in 2017. The site, along with others in Hatfield, was promoted and received significant interest. Parties who expressed an interest and a contact list of developers are regularly updated.</p>
<p><b>Availability</b></p>	<p><b>Site capacity</b></p>
<p>Site ownership</p> <p>Any known constraints</p>	<p>Promoted</p> <p>Scenario/ methodology</p> <p>Other comments</p>
<p>Single ownership with no leaseholders.</p> <p>Site available within 5 years. Restrictive covenant and rights of way apply. The landowner is confident that these will not obstruct development as the covenant holders are supportive of the landowner's aims.</p>	<p>Special case scenario (up to 103 dwellings)</p> <p>Very High Urban (90dph) = 58 dwellings (gross site area).</p> <p>Developable area reduced to exclude 0.13 (skate board park). Highly accessible location. Recent applications (1-9 HTC at 165dph and Broadwater Road WGC at 201dph) suggest that a high density (flatted) development may be achievable, although no detailed plans available at this stage.</p>

## Appendix 2 – HELAA results by settlement

<b>HE17</b>		<b>Link Drive, Hatfield (continued)</b>					
<b>Achievability and Deliverability</b>							
Landowner timescales	1-5 years	HELAA capacity	84 (to 103 dwellings)				
Comments	Delivery of multi-storey car park at The Common is the catalyst to site availability in town centre.	HELAA density	165dph (to 201dph)				
Viability issues	Site has been appraised by Homes England and HE are providing funding through the Accelerated Construction programme.		A special case scenario would be appropriate for this site which is located adjacent to existing high rise development, the lower end of the range being more consistent with other sites within Hatfield TC.				
Deliverability estimate	1-5 years						
<b>Conclusions</b>							
<p>Residential development of this site will help assist wider regeneration objectives for Hatfield Town Centre and could also contribute towards implementation of elements of the Hatfield Transport Strategy. Re-provision of the existing car park would be required before development could commence but Hertfordshire LEP has awarded funding for a town centre multi storey car park and early work is underway. Homes England has awarded funding through the Accelerated Construction programme to help deliver this site as soon as possible.</p> <p>Consideration will need to be given to design and layout and appropriate mitigation/operational measures put in place to ensure that the skate park can remain alongside a residential development without undue impact, and at planning application stage there may be a requirement to consult Herts Building Control Ltd and Herts Fire Service due to the proximity of a High Rise Residential Building. At planning application stage, comments from the EA may be triggered if potentially contaminative development is proposed. Due to the close proximity of the site to Queensway, an air quality and noise survey report would be required. The site could only be developed if appropriate mitigation measures can deliver a healthy internal and external environment. The promoter advises that the presence of underground services can be addressed. Some covenants also need to be addressed before development could take place. At this stage. Thames Water does not envisage infrastructure concerns regarding wastewater networks in relation to this development. However, early discussions with Thames Water are advisable to agree phasing.</p> <p>Overall, the site is considered suitable, available and achievable for residential development. Promoter indicates site would be deliverable within 1-5yrs, consistent with the LPA's evidence on delivery</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years

## Appendix 2 – HELAA results by settlement

Site Reference: HSW92	Site name: Minster Close, Hatfield																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Hatfield</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Hatfield South</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">0.67 ha</td> </tr> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">Urban</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Residential (housing for over 55s)</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Residential to the north, east and south, University student accommodation to the west.</td> </tr> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Over 55s accommodation</td> </tr> </table>	Site details		Settlement:	Hatfield	Ward	Hatfield South	Site area	0.67 ha	Site context		Green Belt / Urban:	Urban	Previously developed:	Yes	Land use/character	Residential (housing for over 55s)	Surrounding land uses and character	Residential to the north, east and south, University student accommodation to the west.	Site promotion		Source of promotion	Landowner	Land use promoted	Over 55s accommodation
Site details																									
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<p><b>Policy framework:</b></p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>Waste/Minerals Local Plan</li> <li>National policy</li> </ul>	<p>District Plan (2005): R17 Trees, Woodland and Hedgerows; H3 Loss of Residential Accommodation</p> <p>Draft Local Plan (2016): SADM9 Loss of Residential; SADM11 Amenity and Layout; SADM12 Parking, Servicing and Refuse; SP9 Place making and High Quality Design; SADM16 Ecology and Landscape; SP13 Infrastructure Delivery</p> <p>Minerals LP (2007): Not in a Specified or Preferred Mineral Area</p> <p>Waste Local Plan (2012): Policy 12: Sustainable Design, Construction and Development</p> <p>NPPF (2019): Section 9 Promoting Sustainable Transport; 15: Conserving and enhancing the natural environment;</p>																								
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Contamination</li> <li>Pollution</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular and pedestrian access from Minster Close. Secondary access from Bishops Rise.</li> <li>HCC Highways raise no significant issues at this plan-making stage.</li> <li>Thames Water do not envisage infrastructure concerns regarding wastewater networks.</li> <li>Potential noise from traffic on Bishops Rise</li> <li>The site is in Flood Zone 1 (lowest risk of fluvial flooding).</li> <li>&lt;1% of site at risk of surface water flooding (1:1,000yr)</li> <li>The site is within Inner Groundwater Protection Zone 1, the most sensitive zone.</li> </ul>																								

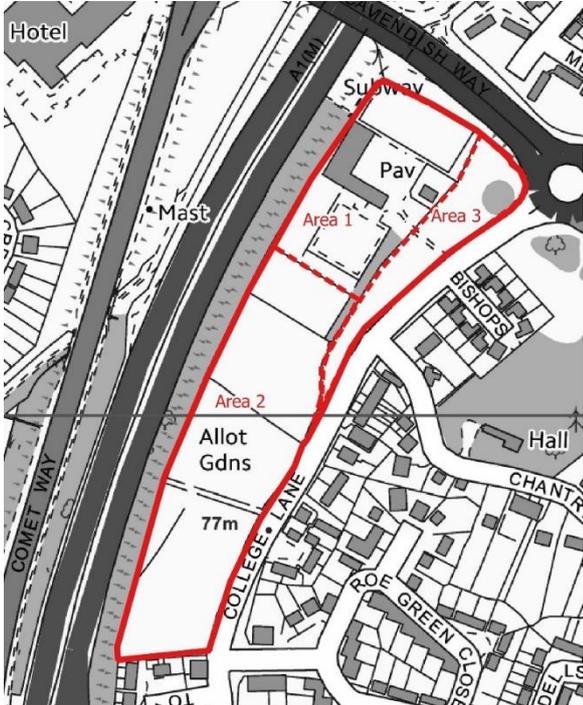
## Appendix 2 – HELAA results by settlement

<b>Site Reference: HSW92</b>		<b>Site name: Minster Close, Hatfield</b>	
<b>Potential environmental impacts:</b> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>		<ul style="list-style-type: none"> <li>• Not within a Landscape Character Area. This urban site comprises a 2 storey building containing 30 flats and 11 single storey bungalows. Existing building sits approximately 1m below surrounding ground level.</li> <li>• Surrounding development is predominantly two storey, although the university student accommodation to the west is four storey.</li> <li>• Urban Open Land (UOL) 183 is north of the site, which contains mature trees and a small pond.</li> <li>• Roosting bats and hedgehog record within 150m. Potential for nesting birds and roosting bats in mature trees. (Promoter also notes potential for Great Crested Newts)</li> <li>• Within 770m of Hatfield House Historic Park and Garden</li> <li>• Relationship with existing dwellings to the south will require sensitive treatment. High density development to the west.</li> </ul>	
<b>Contribution to regeneration priority areas</b>		Proposal forms part of the Council's Affordable Housing Programme seeking to regenerate existing schemes to enhanced standards.	
<b>Likely market attractiveness for the use proposed</b>		The site is within 245m of High View neighbourhood centre, an area for regeneration for residential, retail and other uses.	
<b>Availability</b>		<b>Site capacity</b>	
Site ownership	Single landowner.	Promoted	80 dwellings gross, 119dph (39 dwellings net gain). Subsequent proposal for 90 dwellings (49 net gain)
Any known constraints	Small number of tenants residing on site - plans in place for decanting. Available in 5 years.	HELAA Scenario/ methodology  Other comments	High density (70dph) = 46 dwellings  Promoter has advanced proposals which demonstrate 90 dwellings (flats) could be achievable (net gain of 49 dwellings).
<b>Achievability and deliverability</b>			
Landowner timescales	Within 5 years.	HELAA capacity	90 dwellings (49 net)
Comments	Cabinet resolution (2018) to proceed with redevelopment proposal demonstrates clear intention to deliver scheme.		
Viability issues	None known	HELAA density	134dph (special case scenario)
Deliverability estimate	1-5 years		

## Appendix 2 – HELAA results by settlement

<b>Site Reference: HSW92</b>				<b>Site name: Minster Close, Hatfield</b>			
<b>Conclusions</b>							
<p>The site is located within a residential area of Hatfield. There is currently 30 flats, associated communal facilities and 11 single storey terraced bungalows on site. Whilst high density (student accommodation) already exists to the west, redevelopment proposals would need to embrace sensitive design solutions to ensure a sympathetic relationship between new development on the promoted site and the residential properties on Lark Rise to the south.</p> <p>Vehicular access exists. Whilst no significant highways issues are raised at this stage, it should be noted that any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets.</p> <p>HCC Archaeology note any archaeological interest of the site can be conserved through the use of planning conditions at planning application stage. Environmental Health note the potential for noise disturbance from Bishops Rise to the west of the site, which may require noise mitigation measures to address this.</p> <p>HCC Ecology note roosting bats and hedgehog records within 150m and the potential for nesting birds and roosting bats in mature trees. Light spill on the adjacent trees/woody habitats should be avoided. Promoter also indicates potential for great crested newts and steps have been taken to undertake an ecological assessment/report (to accompany a planning application).</p> <p>Given the site's location within Inner GSPZ Zone 1, remediation would be required through the design of a SuDS scheme for surface run-off from roads, car parking and public or amenity areas which provide the requisite number of treatment stages to prevent the pollution of groundwater. Promoter has carried out a Geotechnical assessment (which will accompany a planning application – historical chalk mining at this location was considered unlikely).</p> <p>The site is considered to be suitable, available and achievable. A development proposal is being actively promoted by the landowner. Once completed, the scheme would remain in Council ownership and be available to rent by the over 55's, contributing to the Council's target of delivering 715 additional homes for older people during the plan period (and the affordable housing needs of the district). A scheme has been advanced which indicates that 90 dwellings can be achieved on the site and in this instance a special case scenario has been applied to reflect the progress made in this respect. Delivery timescale is estimated to be within 1-5 years.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1- 5 years

## Appendix 2 – HELAA results by settlement

Site Reference: HSW94	Site name: College Lane (North)	
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details	Settlement: Hatfield Ward: Hatfield South West Site area: 4.2ha
	Site context	Green Belt / Urban: Urban Previously developed: Part PDL Land use/character: Area 1: Indoor and outdoor sport/leisure facilities, ancillary parking, dwelling. Area 2: Undeveloped, partly overgrown by trees and shrubs (former allotments/ disused grass tennis courts on part). Area 3: Urban open land.
	Surrounding land uses and character	The site is bounded to the west, north and east by roads including the A1(M). Housing to the south, east and beyond to the north. The Galleria lies 62m to the north.
	Site promotion	Source of promotion: Landowner via agent Land use promoted: Housing (or housing/retain leisure uses)
Site suitability considerations	Comments	
<b>Policy framework:</b> <ul style="list-style-type: none"> <li>• Adopted Development Plan</li> <li>• Submitted Local Plan</li> <li>• Waste/Minerals Local Plan</li> <li>• National policy</li> </ul>	<ul style="list-style-type: none"> <li>• District Plan (2005): H2: Location of Windfall Residential Development; OS1: Urban Open; CLT1: Protection of Existing Leisure Facilities; CLT13: Loss of Community Facilities; R7: Protection of Ground and Surface Water; R17: Trees, Woodland and Hedgerows; R18: Air Quality; R19: Noise and Vibration Pollution;</li> <li>• Draft Local Plan (2016): SP6: Community Services and Facilities; SADM7: New and losses of community services, facilities; SADM 16: Ecology and Landscape; SADM17: Urban Open Land: SADM 18: Environmental Pollution; SP12: Strategic Green Infrastructure</li> <li>• Minerals Local Plan (2007): Not in a preferred extraction area.</li> <li>• Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition</li> <li>• NPPF (2019): Section 8: Promoting healthy and safe communities; Section 15: Conserving and enhancing the natural environment.</li> </ul>	
<b>Physical constraints:</b> <ul style="list-style-type: none"> <li>• Access to the site</li> <li>• Infrastructure location/capacity</li> <li>• Pollution</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Primary and secondary access to the site would be from College Lane for vehicles, cyclists and pedestrians.</li> <li>• A pedestrian footway runs along College Lane.</li> <li>• Public RoW (footpath 29) cuts across part of the site within area 2 (running east-west, terminating at the boundary with the A1(M).</li> <li>• A Water main runs through the site at an unknown location.</li> </ul>	

## Appendix 2 – HELAA results by settlement

<b>Site Reference:HSW94</b>	<b>Site name: College Lane (North) (continued)</b>
<b>Physical constraints (continued):</b> <ul style="list-style-type: none"> <li>• Ground conditions</li> <li>• Contamination</li> <li>• Pollution</li> <li>• Flood risk</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Thames Water advise that wastewater network capacity in this area may be unable to support the anticipated demands of this site, unless upgrades to existing drainage infrastructure are brought forward ahead of the development.</li> <li>• The site is located entirely within Flood Zone 1.</li> <li>• Site affected by surface water flood risk: 3% 1:30yr; 15% 1:100yr; 36% 1:1,000yr</li> <li>• The site is located within Groundwater Source Protection Zone 2.</li> </ul>
<b>Potential environmental impacts:</b> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Site does not lie within a Landscape Character Area (within an urban area). Area 1 is characterised by indoor/outdoor sport related uses (bowling club, football academy, associated pavilion building, changing rooms. Area 2 is characterised by its largely overgrown nature with a substantial amount of trees/vegetation/disused grass tennis courts – also overgrown. Area 3 is designated as Urban Open Land (UOL176).</li> <li>• No recognised ecological sites within or close to site.</li> <li>• No known protected species. Potential for nesting birds in trees; roosting bats in mature trees and buildings; reptiles in rough vegetation may need investigation.</li> <li>• Water End Swallow Holes SSSI is located to south (3.6km), Northaw Great Woods (6.km south-east), Sherrardspark Wood (5.4kn north). Site lies within an SSSI impact risk zone, but residential development of the site would not trigger a Natural England consultation, at planning application stage.</li> <li>• No heritage assets are located within the site. Approximately 180m (across the A1(M), the Grade II Comet (former) Public House – site currently subject to redevelopment for student accommodation.</li> <li>• Environmental Health note the potential for noise, air quality issues that will need to be reviewed at planning application stage; and if necessary mitigated.</li> </ul>
<b>Contribution to regeneration priority areas</b>	Not applicable
<b>Likely market attractiveness for the use proposed</b>	No developer interest known (at this stage). But given the location within the urban area of Hatfield, proximity to services and amenities; it is anticipated that the site would be attractive to the market.

## Appendix 2 – HELAA results by settlement

Site Reference: HSW94		Site name: College Lane (North) (continued)	
Availability		Site capacity	
Site ownership	Single Owner. Northern part of the site is subject to a long lease with approximately 85yrs left to expiry.	Promoted	80-220 dwellings (30-50dph) - subject to retention/relocation of sports facilities.
Any known constraints	Availability of Area 1 is not evidential. HLTBC owns buildings on the site including a pavilion, changing rooms and indoor bowls green with long lease to run, which restricts the use of land for sporting or allied purposes. Club may be willing to relocate but no alternative suitable arrangements have been explored to date. Further restrictions/covenants apply. Promoter's legal advisor does not consider residential use of the site would be prevented.	HELAA Scenario/ methodology	Site between 2-6ha. High urban density applied (50dph). Area 1: (1.2ha) 60 dwellings Area 2: (2.3ha) 115 dwellings Area 3: (0.7ha) 35 dwellings
		Other comments	Flats likely to be acceptable but a detailed scheme would need to respect lower-density residential development to east and south.
Achievability and deliverability			
Landowner timescales	Delivery timescales not indicated. (Promoter indicates whole site would be available within 6-10 years as lease surrender would need to be negotiated on northern area).	HELAA capacity	Area 2: 115 dwellings  Area 1 and Area 3: (N/A: unsuitable and/or unavailable)
Comments	Delivery on Area 2 (only) could be earlier in plan period. Wastewater infrastructure upgrades can take 18 months to 3 years to design and deliver.	HELAA density	50dph (Area 2)
Viability issues	None known at this stage.		
Deliverability estimate	Area 2: 1-5/6-10 years. Area 1 and Area 3: N/A		
Conclusions			
<p>The site comprises three principal areas. Area 1 to the north is currently use as a leisure/community facility (indoor/outdoor bowls, football, allotment group, darts, bridge, allotment and social clubs). The promoter has not submitted any evidence to demonstrate that there is no longer a current demand for these facilities. Neither has it been demonstrated that the existing facilities can be satisfactorily relocated elsewhere to the equivalent (or better) quality and quantity in a suitable location accessible to the local community that would become available before the loss (as a result of redevelopment for residential purposes). Therefore, as a matter of principle, a policy (CLT1 / CLT13 / SP6 / SADM7) objection arises to the loss of community facilities. Area 1 is therefore not considered suitable for potential housing development at this plan-making stage.</p> <p>Area 3 to the north east is designated as Urban Open Land. This is a wide area of grass verge with trees and landscape qualities at the entrance to College Lane, considered vital to the form and character of the area, also forming part of a wider green chain. At this plan making stage, this area is not considered (as a matter of principle) to be suitable for development and has been excluded from further consideration.</p>			

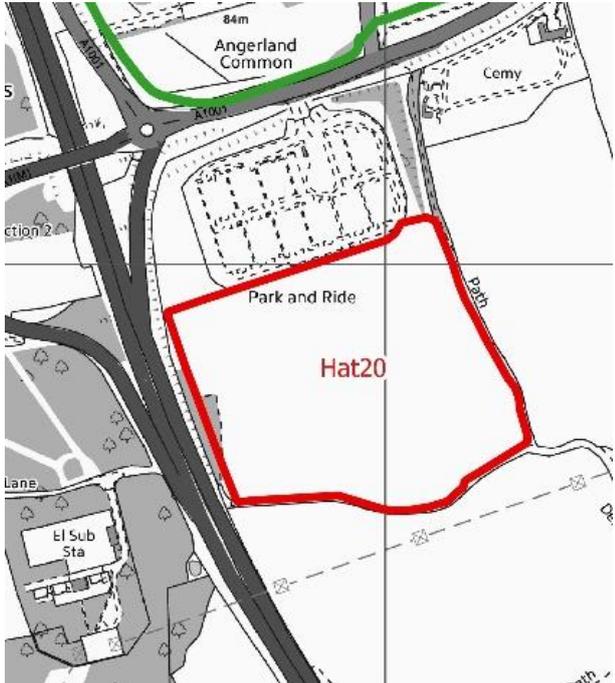
## Appendix 2 – HELAA results by settlement

<b>Site Reference:HSW94</b>	<b>Site name: College Lane (North) (continued)</b>
<b>Conclusions</b>	
<p>In addition, Area 1 is subject to a long year lease to Hatfield Lawn Tennis and Bowling Club (HLTBC) which does not expire for another 85 years. The promoter advises that the surrender of this lease would need to be negotiated in order for this part of the site to come forward. However, there is no agreement in place for this at the present time and the HLTBC has objected to the promotion, indicating that it owns buildings on site and the premises have only been recently been the subject of considerable improvement works. The club has subsequently indicated that whilst it would not be adverse to (the principle of) alternative provision, the promoter has not engaged with the club to explore potential alternative locations/level or quality of facilities. In this context it is not evidential at this stage that this part of the site is available (and achievability over the plan period is uncertain).</p> <p>Area 3 to the north east is designated as Urban Open Land. This is a wide area of grass verge with trees and landscape qualities at the entrance to College Lane, considered vital to the form and character of the area, also forming part of a wider green chain. At this plan making stage, this area is not considered (as a matter of principle) to be suitable for development and has been excluded from further consideration.</p> <p>Area 2 is undeveloped and comprises overgrown areas of trees and shrubs and grassland. Part of the area was a former allotment however, this is no longer recognisable on the ground, being significantly overgrown. Part of Area 2 was also a former grass tennis court area, which was relinquished by the HLTBC on the assignment of a new lease. This area has been re-claimed by nature, characterised by overgrown grassland, trees, and general vegetation.</p> <p>Whilst no fundamental ecological constraints have been identified at this stage, HCC Ecology notes that the site is bordered on the western side by the woody banks of the A1(M), historically a traditional orchard existed beyond the eastern boundary and part of site was formerly allotments. Whilst no protected species are known to be present, there may be potential for nesting birds in trees and roosting bats in mature trees; and reptiles in rough vegetation/former allotments. A Preliminary Ecological Appraisal may be required at planning application stage. Light spill on adjacent trees/woody habitats and retained trees on site should be avoided. Area 2 is bounded to the west by the A1(M). Environmental Health advise that an air quality survey and report would be required, at application stage, to demonstrate that future occupants would not be adversely affected by air pollution. With respect to noise, Environmental Health further advise that the site could only be developed if appropriate mitigation measures can deliver a residential development with a healthy internal and external environment. Measures such as acoustic sound barrier/habitable rooms facing College Lane, outdoor amenity space facing College lane could help achieve a satisfactory residential environment. It is considered that the western part of the site would be more suitable for car parking areas/bin areas. HCC Archaeology have advised that an Archaeological Assessment should be submitted alongside any future application for development of the site, as it has potential to include heritage assets with archaeological interest.</p> <p>HCC Highways advise that access to the site is achievable. A public right of way runs east-west across the southern part of the site. Opportunities to encourage modal shift by linking to walking and cycling routes should be explored at planning application stage. A water main is understood to run through the site at an unknown location. While an easement may need to be maintained for the water main this is not considered likely to be an absolute constraint to development. Given the site's location within Source Protection Zone 2 (outer zone), SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed and the requisite number of treatment stages provided to prevent the pollution of groundwater. Given the level of surface water flood risk that affects the site, a site specific assessment may be appropriate at planning application stage.</p>	

## Appendix 2 – HELAA results by settlement

<b>Site Reference: HSW94</b>				<b>Site name: College Lane (North) (continued)</b>			
<b>Conclusions</b>							
<p>Area 2 is considered to be suitable for residential use, subject to the matters noted above. It is available and it is considered achievable over the plan period. The LPA's evidence demonstrates that development of this scale should be deliverable within years 1-5 of the plan period. However, the potential need for local upgrades to the existing drainage infrastructure will mean that a developer will need to liaise with Thames Water, at the earliest opportunity. Wastewater upgrades can take 18 months to 3 years to design and deliver, which has the potential to impact delivery timescales and no developer interest has been identified at this stage.</p>							
Suitable	Area 1: No Area 2: Yes Area 3: No	Available	Area 1: No Area 2: Yes Area 3: Yes	Achievable	Area 1: Uncertain Area 2: Yes Area 3: No	Deliverability timescale	Area 2: 1-5/6- 10yrs

## Appendix 2 – HELAA results by settlement

Site Reference: Hat20	Site name: Angerland Common South								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<b>Site details</b>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Settlement:</td> <td>Hatfield</td> </tr> <tr> <td>Ward</td> <td>Welham Green and South Hatfield</td> </tr> <tr> <td>Site area</td> <td>8.3ha</td> </tr> </table>	Settlement:	Hatfield	Ward	Welham Green and South Hatfield	Site area	8.3ha	
	Settlement:	Hatfield							
Ward	Welham Green and South Hatfield								
Site area	8.3ha								
<b>Site context</b>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Green Belt / Urban:</td> <td>Green Belt</td> </tr> <tr> <td>Previously developed:</td> <td>No</td> </tr> <tr> <td>Land use/character</td> <td>Grass land. South, east and western boundaries defined by hedgerows and mature trees.</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Park and Ride (north), agricultural fields (south, east), cemetery, (north east), A1(M) (west).</td> </tr> </table>	Green Belt / Urban:	Green Belt	Previously developed:	No	Land use/character	Grass land. South, east and western boundaries defined by hedgerows and mature trees.	Surrounding land uses and character	Park and Ride (north), agricultural fields (south, east), cemetery, (north east), A1(M) (west).
Green Belt / Urban:	Green Belt								
Previously developed:	No								
Land use/character	Grass land. South, east and western boundaries defined by hedgerows and mature trees.								
Surrounding land uses and character	Park and Ride (north), agricultural fields (south, east), cemetery, (north east), A1(M) (west).								
<b>Site promotion</b>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Source of promotion</td> <td>Landowner</td> </tr> <tr> <td>Land use promoted</td> <td>Including but not limited to D1, B1, and B2 uses with collaborative links to University. Surface car parking, other uses.</td> </tr> </table>	Source of promotion	Landowner	Land use promoted	Including but not limited to D1, B1, and B2 uses with collaborative links to University. Surface car parking, other uses.				
Source of promotion	Landowner								
Land use promoted	Including but not limited to D1, B1, and B2 uses with collaborative links to University. Surface car parking, other uses.								
Site suitability considerations	Comments								
<p><b>Policy framework:</b></p> <ul style="list-style-type: none"> <li>Adopted Development Plan</li> <li>Submitted Local Plan</li> <li>Waste/Minerals Local Plan</li> <li>National policy</li> </ul>	<p>District Plan (2005): GBSP1 and GBSP2: Definition of Green Belt, and Towns and Specified Settlements; IM2 Planning Obligations (and SPD); EMP8: Employment Sites Outside of Employment Areas; R15 Wildlife Site; R19 Noise; M1 Integrating Transport and land Use; M14 Parking Standards for new development D5: Design for Movement</p> <p>Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SP8: The Local Economy, SADM2: Highway Network and Safety; SADM3: Sustainable Travel SP21 University of Hertfordshire; SADM16 Ecology, Landscape; SADM18: Environmental Pollution. SP13: Infrastructure Delivery.</p> <p>NPPF 2018: Section 4 Promoting Sustainable Transport; Section 6: Building a strong, competitive economy; Section 15 Conserving</p>								
<p><b>Physical constraints:</b></p> <ul style="list-style-type: none"> <li>Access to the site</li> <li>Infrastructure location/capacity</li> <li>Ground conditions</li> <li>Contamination</li> <li>Pollution</li> <li>Flood risk</li> <li>Hazardous risk</li> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>Primary access for vehicles, pedestrians, cyclists promoted from South Way (A1001 north) via the park and ride site.</li> <li>Pedestrian footway runs along the northern side of South Way, connecting into the urban area of Hatfield at Bishops Rise, opposite the Park and Ride facility. Limited/no pedestrian footway on southern side of South Way.</li> <li>Right of Way (footpath 54) runs along the eastern and part of southern boundaries.</li> <li>HCC Highways: No significant observations in respect of vehicle access arrangements</li> </ul>								

## Appendix 2 – HELAA results by settlement

Hat20	Angerland Common South (continued)
<p><b>Physical constraints (continued):</b></p> <ul style="list-style-type: none"> <li>• Ground conditions</li> <li>• Contamination</li> <li>• Pollution</li> <li>• Flood risk</li> <li>• Hazardous risk</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• Thames Water: No comments, as no capacity specified. But an early consultation may be required with TW, if site is allocated.</li> <li>• Located within FZ1 (lowest risk of fluvial flooding) and groundwater source protection zone 3.</li> <li>• Surface water flood risk (low): 1% 1:30yr; 1% 1:100yr; 2% 1:1,000yr.</li> <li>• Slight slopes downwards in an east to west direction (95-85m spot height variation)</li> <li>• Environmental Health notes the site's location (within 50m of a cemetery). However, no issues have been raised by the Environment Agency at this stage.</li> <li>• HCC Minerals advise, records indicate sand and gravel is either not workable or absent</li> </ul>
<p><b>Potential environmental impacts:</b></p> <ul style="list-style-type: none"> <li>• Landscape capacity/sensitivity</li> <li>• Landscape character/features</li> <li>• Nature conservation</li> <li>• Heritage conservation</li> <li>• Residential environment/amenity</li> <li>• Other</li> </ul>	<ul style="list-style-type: none"> <li>• No recognised ecological sites within Hat20. Local Wildlife Sites WS189: 60m to the west, opposite side of A1(M) (also a priority habitat – deciduous woodland). WS88: 300m to the south east (also an Ancient woodland and priority habitat – deciduous woodland); WS100: 320m to the east. Woodland to north of South Way, also priority habitat – deciduous woodland.</li> <li>• Water End SSSI, located 1.5km to south. Large infrastructure such as industrial development involving a net additional GI f/s of 1,000m<sup>2</sup> or more would be likely to trigger a Natural England consultation at planning application stage.</li> <li>• No Protected Species noted within Hat20. Great Crested Newt Breeding pond is located close by (500m, east).</li> <li>• Hatfield House (Grade I) Registered Historic Park and Garden located 1.2km, east. Any archaeological interest would need to be explored at planning application stage, conservation measures applied as appropriate.</li> <li>• High noise levels from traffic along A1(M), although commercial uses promoted, so unlikely to result in a significant concern from Environmental Health. Air quality issues may need to be explored at planning application stage.</li> </ul>
<p><b>Contribution to regeneration priority areas</b></p>	<p>N/A</p>
<p><b>Likely market attractiveness for the use proposed</b></p>	<p>Site intended for use associated with the University of Hertfordshire. Site not yet marketed. Disposal options under consideration by promoter. Close to edge of Hatfield, with good transport links via A1(M).</p>

## Appendix 2 – HELAA results by settlement

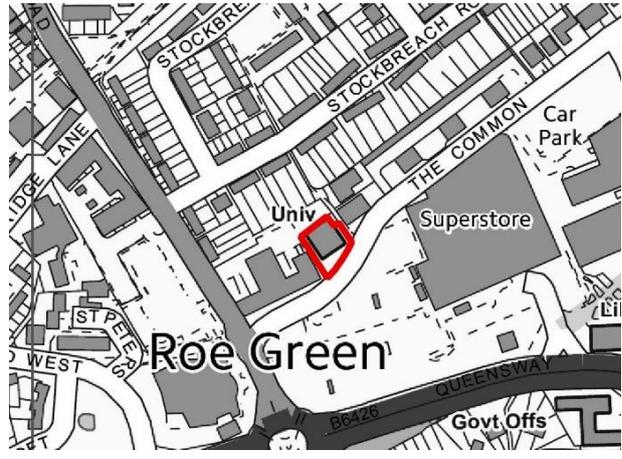
Hat20		Angerland Common South (continued)	
Availability		Site capacity	
Site ownership	Single Owner (Promoter)	Promoted	D1, B1, B2 uses, with collaborative links to university. Surface car parking, other uses, e.g. bus depot for Uno service. No capacity provided for any use or combination of uses.
Any known constraints	Site subject to rights and restriction on disposition. Promoter indicates no known legal constraints that would prevent development of site. Available within 6-10 years.	HELAA Scenario/ methodology  Other comments	B1a/b: 75% plot ratio (62,250m <sup>2</sup> ) B1c: 40% plot ratio (33,200m <sup>2</sup> ) B2: 40% plot ratio (33,200m <sup>2</sup> )  Small area of trees/hedges near the A1(M) embankment (0.07ha) deducted from net developable area (8.23ha)
Achievability and deliverability			
Landowner timescales	Unknown delivery timescales	HELAA capacity (Either B1a/b; or B1c; or a mix of B1a, b, c; or B1a, b, c and B2 as part of a mixed use scheme)	B1a/b: 61,725m <sup>2</sup> (see below) B1c: 32,920m <sup>2</sup> (see below) B2: (only as part of a mixed use scheme – see below)
Comments.	Delivery of any promoted uses or combination thereof not yet clearly evidential (options stage) but in principle, no obstacle identified to delivery within plan period.	HELAA density	B1a/b: 75% plot ratio B1c: 40% plot ratio B2: (see below)
Viability issues	No abnormal costs known at this stage. No assessment undertaken.		D1/Car Parking/Bus depot: N/A (fails Stage 1 HELAA)
Deliverability estimate	6-10 years, 11-15 years		
Conclusions			
<p>This site is located close to the southern edge of the built up areas of Hatfield. It is accessible by the strategic road network being adjacent to the A1(M) (on the site's western boundary) and Junction 2 with the A1(M). It is also adjacent to a park and ride facility to the north, which serves the University of Hertfordshire. A cemetery lies to the north-east, with a proposed allocation for a cemetery extension to the east (CEM01) of Hat20.</p> <p>The promoter is currently exploring disposal options for this site does not identify (at this stage) a specific floor space aspiration for any land use, or a particular combination of land uses split across the site area. Instead, the promotion seeks flexibility, including but not limited to D1, B1, and related B2 industrial uses with collaborative links to the University. Additionally, the promoter considers the site could provide additional surface car parking and other operational development, e.g. a bus depot for the Uno bus service. However, the council did not undertake a call for sites in 2019 for D1 related uses or for car parking or for a bus depot. In 2016, the promoter sought a change to Policy SP21 (University of Hertfordshire) of the Draft Local Plan to allow for the erection of structures and buildings, which are ancillary to the use of the land (at the Angerland site), particularly if community benefits would arise. The Council considered that it was not necessary to make such a modification to the Draft Local Plan. In this HELAA, no further consideration has been given to D1, car parking or operational bus related uses (these would fail Stage 1 of the HELAA). Consideration is given here to employment related land uses only. If an allocation were taken forward for B Use Class related uses, then at the planning application stage, a Transport Assessment would be required to demonstrate what measures will be taken to deal with the anticipated transport impacts of the scheme. Also required would be measures to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling, and public transport.</p>			

## Appendix 2 – HELAA results by settlement

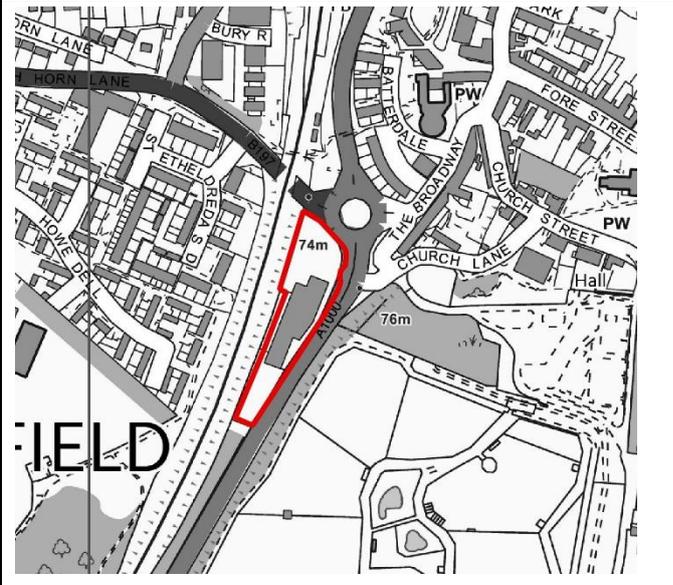
Hat20	Angerland Common South (continued)						
Conclusions							
<p>Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed, in light of the scale of development being proposed, at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. HCC raises no significant issues at this stage in respect of vehicle access arrangements (although recently modelling illustrates a large number of peak time journeys generated in this movement corridor).</p> <p>Environmental Health advise that an air quality survey and report would be required at planning application stage (the potential impact of traffic noise on the site is not likely to result in significant concerns from Environmental Health where commercial uses are taken forward on the site). A small area of trees/hedges near the A1(M) embankment (0.07ha) has been deducted from the net developable area, to assist in the mitigation of any potential noise/air quality issues that may need to be addressed at planning application stage.</p> <p>Whilst no fundamental ecological constraint has been identified at this stage, HCC Ecology identify the presence of a great crested newt breeding pond 500m to the east and note the potential for reptiles in rough vegetation (a preliminary ecological appraisal may be required). If the whole site or a significant area is lost to development, biodiversity offsetting to mitigate for loss of semi-natural habitats should be considered. Light spill on adjacent trees/woody habitats should be avoided. Given the site's location within a Source Protection Zone, SuDS for surface run-off from roads, car parking, and public or amenity areas should be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater. Liaison with Thames Water is advisable, at the earliest opportunity, to agree phasing (should any waste water network upgrades be deemed necessary, once more detailed information is available around the scale and nature of development proposals). An archaeological assessment may be needed to assess the potential presence of any heritage assets. HCC Archaeology advise that the site has the potential to include heritage assets with archaeological interest. Whilst it is not considered that there is a high risk that the archaeology interest will be a constraint on the principle of development, in some instances the archaeological interest could affect the design of development proposals.</p> <p>This site is considered suitable for potential employment B class uses. Applying the ratios from the HELAA methodology results in an estimated capacity of either 61,725m<sup>2</sup> of B1a/b class uses (offices/research and development); or 32,920m<sup>2</sup> of B1c class uses (light industry appropriate in a residential area). A mix of B1a, b, c class uses, would also be possible, resulting in varied levels of floorspace by use class). On a purely plot ratio basis, the potential could exist for 32,920m<sup>2</sup> of B2 (general industrial) class uses. However, the NPPF advises that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects as well as the potential sensitivity of the wider area to impacts that could arise from development. Given the site's proximity to an existing cemetery that is proposed to be extended in the Draft Local Plan, it is not considered that a future scheme that comprised solely of B2 class use (general industrial) development would be sensitive to the use of adjoining land as a cemetery, given that a B2 class use has the potential to cause disturbance by way of noise or vibration, which may affect the cemetery environment and those visiting. It may however be possible to include an element of B2 class use, but only as part of a mixed use scheme and where any B2 class use is sited away from the more sensitive boundary with the cemetery. The site is not anticipated to be available until the mid-part of the plan period and the delivery timescale therefore reflects this position. However, the site could only be taken forward (at site selection stage), if the council's evidence indicated a need for additional employment land (and any particular B class uses) and the exceptional circumstances for the release of Green Belt land (at this location) can be demonstrated via the Local Plan process.</p>							
Suitable	Yes (B1a,b,c) (B2 as part of a mixed use scheme only)	Available	Yes	Achievable	Yes	Deliverability timescale	6-10/ 11-15 years

## Appendix 2 – HELAA results by settlement

### REVIEW OF SITES PROMOTED THROUGH THE CALL FOR SITES 2019 AND PREVIOUSLY ASSESSED IN THE HELAA 2016

		HELAA reference	Site Address or Location	Town or Settlement	
		HC11	Meridian House	Hatfield	
Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage			
Urban	Up to 40 dwellings / mixed use	Passed Stage 2			
<b>2019 Update</b>	<p>In the 2016 HELAA this site was found achievable, available, and suitable for 9 dwellings (at 90dph). The site currently comprises a 4 storey teaching and laboratory building, which is now surplus to the user's requirements due to consolidation onto other sites locally. The 2019 promotion suggests the potential for a mixed use development with retail to the ground floor, and up to 40 dwellings on upper floors with a 'medium to 'high' density range of 175 to 355dph within a 6 storey building.</p> <p>At this stage, HCC Archaeology (2019) make no observations in respect of this site, while Ecology advise that there are no fundamental ecological constraints affecting the site. Some risk of noise due to the site's location in Hatfield Town Centre, so mitigation measures may be required. If any demolition work takes place, then a site survey and appropriate remedial work to manage any potential land contamination may be required. Subject to the above, the site is found suitable for development.</p> <p>However, the very high end of the density range promoted, which would deliver 35 dwellings (not 40 as suggested) plus the delivery of an unspecified level of retail floorspace, is not evidential at this plan making stage. The density that would arise on this small site would be far in excess of other developments in Hatfield Town Centre. Other developments (completed) in Hatfield Town Centre may provide an appropriate benchmark, e.g. Forum House (113dph). 1-9 Town Centre (proposed) circa. 165dph. Such densities would indicate the possibility of between 11-17 dwellings on site HC11, although this depends on the nature of any detailed proposals. Setting aside any element of retail provision (for which no evidence of commercial interest has been provided), a small adjustment to the previously assessed capacity is considered appropriate for this site (benchmarked at a density of 113dph as a 'special case' town centre scenario). Higher density may be possible at planning application stage. The promoter indicates that the site is surplus to requirements and would be available and deliverable within 5 years (although no developer interest currently). LPA's evidence indicates delivery of a site of this size would be achievable within 5 years.</p>				
<b>Suitable</b>	Yes	<b>Available</b>	Yes	<b>Achievable</b>	Yes
<b>Conclusion</b>	<p>This site passes the stage 2 HELAA for <b>11 dwellings</b>.  <b>Delivery:</b> 1-5 years.</p>				

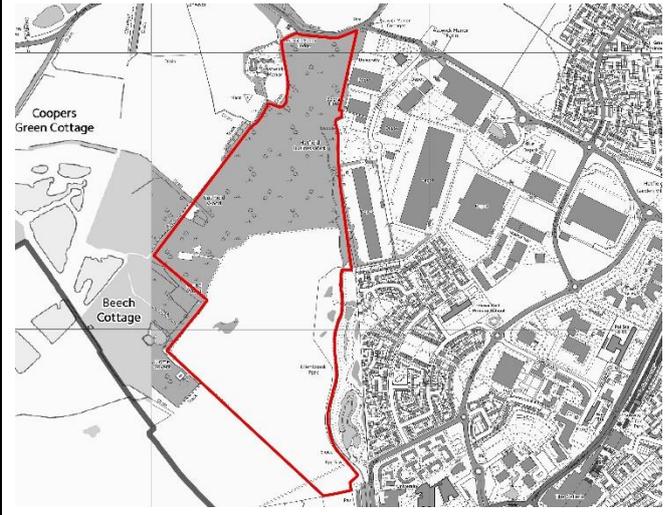
## Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement
	HE98	Citroen Garage, Great North Road	Hatfield
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Urban (Small part of site in Green Belt - change proposed in DLP 2016).	95 dwellings and 2,000m <sup>2</sup> commercial floorspace	Failed Stage 2
	<b>2019 Update</b>	<p>In the 2016 HELAA, the site was found unsuitable and achievability was uncertain. The site is positioned between two major noise sources and access constraints were identified. Existing access points to the site were not considered suitable to serve a residential scheme and the nature of the road to the south (with a 60mph speed limit) makes other options difficult as very long 215m visibility splays would be needed.</p> <p>In 2019, the Environment Agency note that the site is located in SPZ3. Should the site be taken forward, SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed with the requisite number of treatment stages to prevent the pollution of groundwater. It is also noted that surface water flood risk affects parts of the site: 16% 1:30yr; 23% 1:100yr and 67% 1:1,000yr.</p> <p>Environmental Health note potential contaminated land concerns due to the current use. A land site survey would be required at planning application stage and appropriate remediation carried out (if necessary). HCC Archaeology note a requirement for pre-application or pre-determination Archaeological Assessment. Network Rail notes the site's western boundary is adjacent to a railway embankment and its northern corner may be located within 10m of a railway underpass - normal asset protection measures would need to be addressed. Thames Water advise that the scale of developments is likely to require upgrades to the wastewater network.</p> <p>In 2019 the promoted capacity of the site has been increased to 95 dwellings and 2,000m<sup>2</sup> of commercial floorspace. The promoter indicates the site would be available in 11-15 years (upon expiry of a lease) and development would be viable. In addition, the promoter suggests that the promoted development could be accommodated alongside a reconfiguration of the existing road layout as part of a larger developable area of 1.4ha (previously 0.75ha). However, HCC Highways advises that such a proposal raises a number of concerns (potential increase in vehicle speeds, visibility splays, impact on coach/visitor access/egress to and from Hatfield House), and in the absence of additional design and testing, there is insufficient information with which to assess such a proposal in any further detail.</p>	

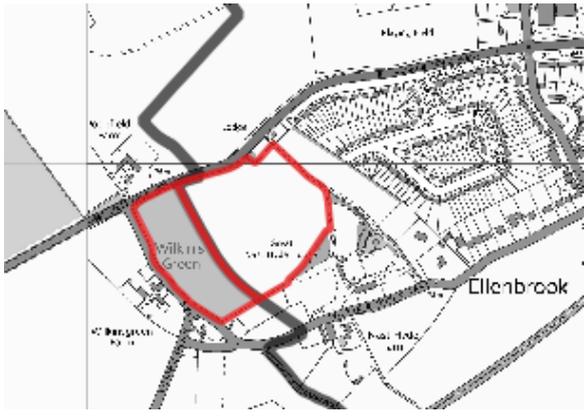
## Appendix 2 – HELAA results by settlement

HE98	<b>Citroen Garage, Great North Road (continued)</b>				
<b>2019 Update</b>	<p>The presence of major noise sources remain a concern for any residential element. Hatfield House Historic Park and Garden Further, the site lies opposite the Grade I (the enlarged site would be adjacent) and opposite the Old Hatfield Conservation Area.</p> <p>In accordance with the NPPF, any harm to the significance of a designated heritage asset (including development within its setting) will require clear and convincing justification. Substantial harm to assets of the highest significance (including Grade I registered parks and gardens) should be wholly exceptional. Where the harm is less than substantial, this should be weighed against the public benefits of a proposal. Whilst the promoter considers that allocating this site would enhance views in and out of the conservation area, removing the visually discordant vehicle display areas, in the absence of a more detailed Heritage Impact Assessment, it is considered that there is insufficient supporting information to provide a convincing justification for the level of development promoted in such close proximity to heritage assets and in particular the Registered Historic Park and Garden. The site continues to be considered <b>unsuitable</b> for residential/mixed use development.</p>				
<b>Suitable</b>	No	<b>Available</b>	Yes	<b>Achievable</b>	Uncertain
<b>Conclusion</b>	The site <b>fails</b> Stage 2 HELAA				

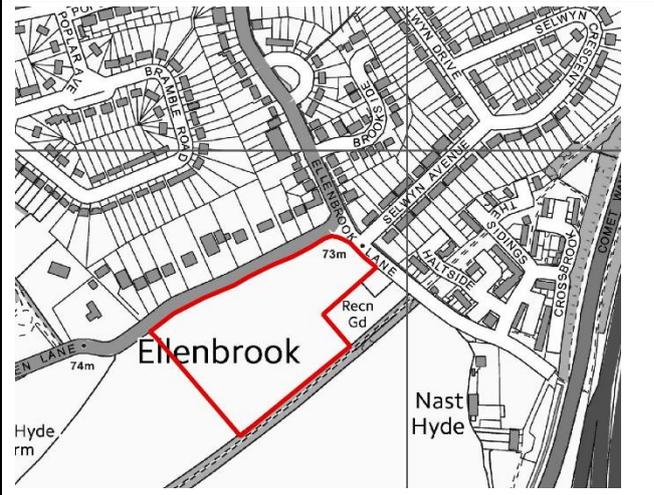
## Appendix 2 – HELAA results by settlement

	<b>HELAA reference</b>		<b>Site Address or Location</b>		<b>Town or Settlement</b>	
	Hat2		Land West of Hatfield		Hatfield	
	Urban / Green Belt		Promoted capacity 2019		HELAA 2016 stage	
	Green Belt		1,100		Failed Stage 2	
<b>2019 Update</b>	<p>In the 2016 HELAA the site was found unsuitable, with a query over its achievability due to the need to vary an existing S106 agreement. The site lies within the north-eastern part of Ellenbrook Country Park, created under an obligation under the S106 agreement for the Hatfield Aerodrome redevelopment in 2000. The view of the Council has previously been that the site should not be allocated for housing as this would lead to the loss of a substantial part of the country park, without adequate compensating open space being provided. Development depends on significant upgrades to wastewater and highway infrastructure, together with a suitable sustainable transport package comprising bus services and footpath/cycleway links. The Ellenbrook passes through the northern part of the site, and has the potential to flood. Surface water flood risk affects part of the site: 3% 1:100yr and 13% 1:1,000yr. At pre-application/planning application stage, HCC Archaeology note a requirement for an archaeological assessment. HCC Ecology advise 'high' ecological sensitivity due to size of recovering grassland, botanical indicators, and important bird records. An updated Local Wildlife Site quality survey may be required (site adjacent to both Home Covert and Round Wood Wildlife Site, and the Cut Field Wood ecosite). Biodiversity measures would also be required given species/habitats records (bird, butterfly, great crested newt, badgers). Hat2 falls within a Preferred Area in the adopted Minerals Local Plan. The Minerals Local Plan is still extant policy and should be taken into account. HCC would object to housing (or other built development) that would prejudice the working of a site allocated for mineral extraction, however development on Hat2 will not directly sterilise viable working of minerals beneath, rather minerals will be extracted from adjoining land to the south west. Promoter has advanced a QC's opinion as to why they believe the site is readily deliverable. The Council's own legal advice however indicates that delivery might not be straightforward, due to the involvement of other local authority parties in the original S106. Nothing has addressed the Council's earlier conclusion. The site is found <b>unsuitable</b>. (An outline application for the site was submitted in November 2018).</p>					
<b>Suitable</b>	No (already used as a country park)	<b>Available</b>	Yes	<b>Achievable</b>	Uncertain (depends on S106 position)	
<b>Conclusion</b>	The site <b>fails</b> Stage 2 HELAA.					

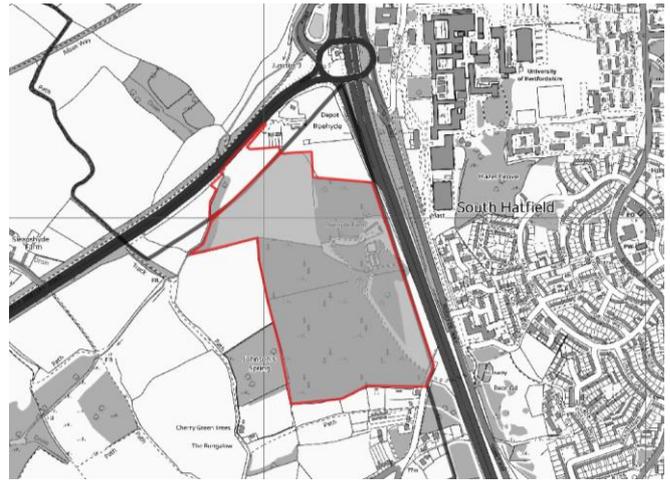
## Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	Hat3	West of Ellenbrook	Hatfield		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	175	Failed Stage 2		
<b>2019 Update</b>	<p>(Note: The western part of this site, shaded grey above, lies outside the borough of Welwyn Hatfield).</p> <p>In the 2016 HELAA, the site was found achievable and available but was considered to be unsuitable for development due to the likely impact on heritage assets. Historic England recommended that this site should not be brought forward and suggested the area should be considered for conservation area designation.</p> <p>Whilst the promoter suggests there are no known noise or air quality concerns, noise and air quality was raised as an issue for this site, given its proximity to the A1057, the primary route between Hatfield and St Albans. Surveys and reports would be required at planning application stage to demonstrate that mitigation measures can deliver a residential development with a healthy internal and external environment. A caution for potential contamination within 200m of the site would also trigger the need for a land site survey. HCC Archaeology note that a pre-application or pre-determination archaeological assessment should be included within development proposals for the site.</p> <p>Promoter suggests that additional planting could be included to form a buffer between the development and the listed building to protect the character and setting of Great Nast Hyde. However, the Grade II* listed Torilla and a number of Grade II listed buildings including Popefield Farm, Great Nast Hyde and Nast Hyde Farm are located 200m and 100m from the site. The site provides a rural farmland setting between listed farm buildings and a manor house, forming an integral part of their setting. The Council is not persuaded that additional planting would be sufficient to overcome heritage impact concerns or that the public benefits of developing Hat3 (for housing) outweigh the potential for harm to the setting of heritage assets. The site is found <b>unsuitable</b>.</p>				
<b>Suitable</b>	No	<b>Available</b>	Yes	<b>Achievable</b>	Yes
<b>Conclusion</b>	This site <b>fails</b> the Stage 2 HELAA.				

## Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	Hat4	Land at Wilkins Green Lane	Hatfield		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	40 – 50 (Smaller site promoted 2019)	Failed Stage 2		
2019 Update	<p>In the 2016 HELAA the original (larger site) was found achievable and available, but unsuitable for development due to the substantial harm which would be caused to nearby heritage assets. Historic England previously advised that the development of Hat4 would adversely impact on the quality of the lane and the setting of the grade II* house Torilla and would also have the potential to harm the setting of the other nearby Grade II listed buildings.</p> <p>The 2019 promotion is for a smaller site adjacent to Wilkins Green and Ellenbrook Lane, excluding the small recreation ground. No major air quality concerns are anticipated. There are no fundamental ecological constraints affecting the site. HCC Archaeology note that a pre-application or pre-determination archaeological assessment should be included within all development proposals for the site. The A1(M) lies within 300m of the site, so traffic noise may be an issue. The site could only be developed if appropriate mitigation measures can deliver a residential development with a healthy internal and external environment. Parts of the site lie within Flood Zone 2 (28%), FZ3a (10%) and FZ3b (1%) - functional floodplain of the Ellenbrook River. Parts of the site are also subject to surface water flood risk: 1% 1:100yr; 17% 1:1,000yr. Primary access from Ellenbrook Lane through FZs 2 and 3 was accepted in principle in 2016 subject to detailed design (Wilkins Green Lane is narrow and any upgrades would be likely to have an adverse impact on heritage assets). The western boundary of the smaller Hat4 site is approx. 60m from the Grade II* listed Torilla (house) and within 20m of its property boundary. Four other listed buildings lie within 200-300m (Great Nast Hyde, The Cottage at Great Nast Hyde, Nast Hyde Farmhouse, and the Barns at the Nast Hyde Farm). Heritage impacts are still likely to be considerable, particularly with regards to the setting of the Grade II* Torilla. The Council is not convinced that the public benefits of developing Hat4 (for housing) outweighs the potential for harm to the setting of heritage assets. The site is found unsuitable.</p> <p>(A response to consultation in 2019, suggests additional land to the west of Hat4 could be made available to provide an alternative access to Hat4 and additional land for housing. This relates to land assessed in the SHLAA 2014, site Hat12, which was found unsuitable).</p>				
Suitable	No	Available	Yes	Achievable	No Yes
Conclusion	The site fails the Stage 2 HELAA.				

## Appendix 2 – HELAA results by settlement

		HELAA reference	Site Address or Location	Town or Settlement	
		Hat9	Land at Roehyde	Hatfield	
Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage			
Green Belt	Science and Logistics Park (80,000m <sup>2</sup> to 100,000m <sup>2</sup> )	Failed Stage 2			
<b>2019 Update</b>	<p>In the 2016 HELAA the site was found unsuitable due to absence of sustainable travel links for a major employment site and the likelihood that the majority of employees would be dependent on travel by private car. Achievability was uncertain as most of the site falls within St Albans district (shaded grey above), with no indication that St Albans is proposing to allocate this site in its Local Plan. The Highway Authority advises that the A414 forms part of Hertfordshire’s main east west routes. This section is one of the busiest local roads in the county. The route will provide a progressively important role in the strategic road network due to predicted increases in demand. A development of this scale and additional junction will lead to further delays to the route. No new access is normally permitted onto an A road. The Highway Authority is unlikely to support any new access in this location in such close proximity to an existing poor access. One of the main themes of NPPF is the requirement for long term sustainability. In transport terms, location is a fundamental element of sustainability. The site is beyond typical walking and distances of a majority of surrounding settlements. Acceptable cycling distances are greater but still only cover a relatively small catchment area. A proposal may be able to provide upgraded segregated cycling/walking routes along A414 and connections into the surrounding areas but severance caused by A414 and A1(M) will always restrict feasible options. A new access junction will need to incorporate pedestrian/cycling and possibly priority bus access, all of which will have significant impact on junction capacity. The A1(M) underpass towards the university is noted however, the likelihood is that a significant majority of employees will be heavily dependent on private cars and it is difficult to understand how the sustainable requirements of a major employment site in this location can be achieved. Whilst the promoter indicates that site is available, the part of the site located within Welwyn Hatfield represents only 1.58ha and cannot accommodate a business park. There are no proposals to remove the site from the Green Belt or to allocate the site for future employment development in the submitted St Albans CDC Local Plan (2019). In such circumstances, the promoted development is <b>not achievable</b>. It also continues to be found <b>unsuitable</b>.</p>				
<b>Suitable</b>	No	<b>Available</b>	Uncertain Yes	<b>Achievable</b>	Uncertain No
<b>Conclusion</b>	The site <b>fails</b> the Stage 2 HELAA				

## Appendix 2 – HELAA results by settlement

	<b>HELAA reference</b>	<b>Site Address or Location</b>	<b>Town or Settlement</b>		
	Hat19	Land off Bramble Road	Hatfield		
	<b>Urban / Green Belt</b>	<b>Promoted capacity 2019</b>	<b>HELAA 2016 stage</b>		
	Green Belt	45	Passed Stage 2		
<b>2019 Update</b>	<p>In the 2016 HELAA, the site was found suitable, available and achievable for <b>20 dwellings</b>. Hat19 adjoins Hat3, which was found unsuitable. (Historic England noted that Hat19 was smaller than Hat3, and consequently the impacts on listed buildings and Wilkins Green Lane would be reduced).</p> <p>Traffic noise and air quality issues would be constraints requiring site surveys, while there are potential contamination issues within 200m of the site. HCC Ecology also advise that a preliminary ecological appraisal may be required.</p> <p>In 2016, the capacity was revised downwards to 20 to move development away from heritage and ecological assets, and to mitigate air and noise quality concerns from the A1057.</p> <p>Upgrades to wastewater treatment infrastructure in the area are also likely to be required. Surface water flood risk affects part of the site: 5% 1:1,000yr.</p> <p>HCC Archaeology note that a pre-application or pre-determination archaeological assessment should be included within all development proposals for the site.</p> <p>Whilst the promoter seeks the provision of “circa 45 dwellings”, nothing submitted overcomes the planning authority’s earlier 2016 HELAA conclusions which estimates capacity at 20 dwellings.</p>				
<b>Suitable</b>	Yes	<b>Available</b>	Yes	<b>Achievable</b>	Yes
<b>Conclusion</b>	<p>This site <b>passes</b> the Stage 2 HELAA for <b>20 dwellings</b>. <b>Delivery:</b> 1-5 years (if wastewater upgrades are delivered early, otherwise 6-10 years)</p>				